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News from Brussels

PUBLIC CONSULTATION ON THE SUSTAINABLE AND SMART MOBILITY STRATEGY

The European Commission published this week the roadmap and a public consultation on the flagship initiative of the European Green Deal, namely the Sustainable and Smart Mobility Strategy.

The Commission intends to adopt a comprehensive strategy to meet the Green Deal target to reduce transport-related greenhouse gas emissions by 90% by 2050 and ensure that the EU transport sector is fit for a clean, digital and modern economy. The objectives of the strategy include:

- Increasing the uptake of zero-emission vehicles.
- Making sustainable alternative solutions available to the public and businesses.
- Supporting digitalisation and automation.
- Improving connectivity and access.

CLECAT firmly believes that smart, innovative and efficiency-driven solutions are needed to accommodate the rising demand for freight transport and that much can be done to support the transport and logistics sector to reduce the emissions of its operations. CLECAT will therefore work together with its members of the Sustainable Logistics Institute, as well as other mode-specific institutes, to provide the Commission with the views of European freight forwarders and logistics service providers.

The roadmap and the public consultation (open until 23 September 2020) can be accessed [here](#).

ELP EVENT ON GREEN DEAL AND LOGISTICS IN TIME OF RECOVERY



European Logistics Platform

On 7 July, the [European Logistics Platform \(ELP\)](#) is organising an online event on the subject of 'The European Green Deal and Logistics in Time of Recovery' from 14:00-15.15.

Speakers include Mr Daniel Mes, Member of the Cabinet of Commission Executive President Frans Timmermans, Mr Tariel Chamerois, Head of Sustainability at DB Schenker, Paul

Kyprianou of the Grimaldi Group, as well as MEP Jan-Christoph Oetjen (tbc).

The European Commission is currently seeking to combine the post-crisis recovery with the EU Green Deal objectives and direct the recovery funding towards green and digital solutions, so that the transport and logistics sector could come out of the crisis reinforced. Mr Daniel Mes will outline how the European Commission intends to ensure that sustainability goes hand in hand with digitalisation and resilience at time of the post-crisis recovery and how industry benefit from this.

More information and details for registration are available [here](#).

Road

ECIPE WEBINAR ON THE 1ST MOBILITY PACKAGE PROPOSALS

On 2 July, CLECAT participated at a webinar entitled "The 1st Mobility Package Proposals – Unfit for the Single Market?", which was organised by the European think-tank ECIPE in the context of the ongoing legislative procedure on the 1st Mobility Package dossier.



The panel discussion concentrated on the social and economic impacts of the restrictions put forward by the co-legislators under the latest agreement on the 1st Mobility Package. CLECAT was represented by Ms Nicolette van der Jagt, Director General of CLECAT, who emphasised that without conclusions on the 1st Mobility Package, different interpretations of the rules would continue to prevail, leading to further internal market fragmentation and disproportionate national measures that

hamper free movement in the single market. While the results of the current agreement are far from satisfactory, its adoption would at least provide planning security for the freight forwarding sector, transport service providers and its customers.

Notably, a few days before the webinar took place, the Transport Ministers from nine EU countries called upon the European Parliament to make adjustments to the 1st Mobility Package in order to take into account fair competition, EU climate policy objectives and the single market, as well as new socio-economic realities post-COVID-19. The full letter can be found [here](#).



Digitalisation

DIGITAL TRANSPORT & LOGISTICS FORUM

CLECAT's DIGIT working group will meet next week (virtually) to discuss progress on the Regulation on electronic Freight Transport Information (eFTI), which will be adopted at the July Plenary meeting of the European Parliament. Members of the working group will also discuss developments at the DTLF, which is the expert group that advises and assists the Commission in the development and implementation of the EU's activities and programmes aimed at the digitalisation of transport and logistics.

As the Rapporteur of Subgroup 1, CLECAT leads the DTLF experts in their work to assist the Commission with the preparatory work for the implementation of the eFTI Regulation. In the first half of 2020, the first steps were taken for the creation of an EU Transport Data Model. The data model will harmonise the exchange of data between the private sector and transport authorities in Europe, which currently is still done predominantly on paper. The creation of an EU transport Data Model (EUTDM) will be needed to allow the eFTI Regulation to become effective.

At the last DTLF Plenary meeting which took place on 22 June, the Commission organised a panel debate entitled 'Recovery, Resilience, Reinventing' to discuss the challenges and opportunities for the transport and logistics sector, and in particular for its digitalisation, in the post-COVID 19 recovery. Silvia Moretto, President of Fedespedi provided the freight forwarders perspective on how logistics companies are seeking to speed up the uptake of digitalization.

Maritime

CLECAT JOINS DREWRY-ESC TRANSPARENCY TOOL FOR BUNKER CHARGING

CLECAT has joined the initiative started last year by Drewry and the European Shippers' Council (ESC) to define fair principles and a clear indexing mechanism for Bunker Adjustment Factors (BAFs) in container shipping.



The mechanism was the result of the ESC-Drewry IMO toolkit reference group, a committee of Drewry procurement professionals and 10 ESC member shippers, formed in 2019. It has been adopted by both Drewry shipper customers and ESC shipper members since its publication.

Together, CLECAT, Drewry and the ESC aim to promote the voluntary use of the indexing mechanism for fuel charges. The three industry expert groups also plan to work on areas of cooperation, possibly covering further resources, transparency or easier standard contract practices for all stakeholders in the maritime and logistics sectors.

"This indexing mechanism will help improve transparency and fairness in how fuel costs are calculated which will benefit all stakeholders in the supply chain. We hope that this will facilitate discussions with

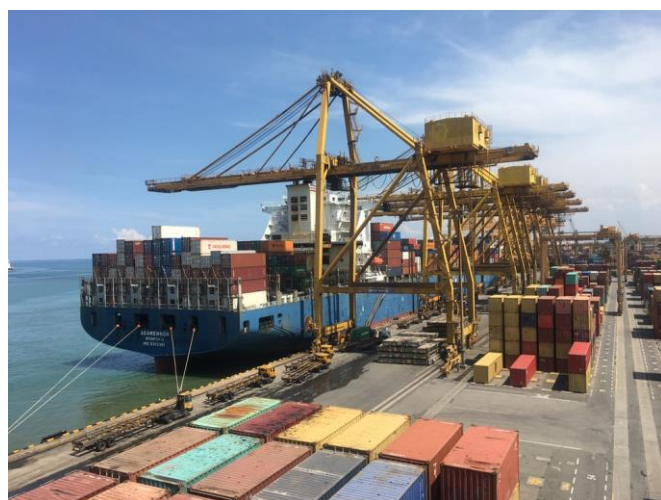


carriers and a better understanding of BAF indexing methods,” noted Nicolette van der Jagt, Director General of CLECAT.

“We welcome CLECAT to our initiative on fair BAF mechanisms and look forward to engaging in constructive discussions with expert representatives from both the forwarder and shipper sectors – our door is also open to shipping lines,” said Philip Damas, head of Drewry Supply Chain Advisors.

‘MOTORWAYS OF THE SEA’ DETAILED IMPLEMENTATION PLAN

On 1 July, CLECAT participated at a webinar organised by the European Commission on the presentation of the Detailed Implementation Plan (DIP) for the Motorways of the Sea (MoS), published earlier this week.



The DIP seeks to continue the further development of a well-functioning and sustainable short sea shipping sector in Europe, with two main strategic objectives in mind: ensuring a better integration of MoS within the wider TEN-T policy and widening the financing possibilities for MoS projects. Taking into consideration current trends and new legislative drivers of the maritime sector, the three pillars of MoS have been reshaped into the overall three-fold objective of creating a European Maritime Space that is sustainable, seamless and smart.

According to the DIP, it is fundamental that the importance of MoS as the “maritime dimension” of the TEN-T is well reflected in the upcoming revision of the TEN-T Regulation. In that optic, reinforcing the connectivity with core network corridors and adopting a more regional sea-basin approach is key to clarifying the role of MoS alongside the specificities of other European corridors.

To ensure a sustainable European Maritime Space, the development of sustainable freight transport services and the transition to non-fossil fuels should be accelerated, the DIP argues. In addition, the MoS should ensure the accessibility and the connectivity of and within the EU and should foster modal shift from road to sea. To ensure a seamless European Maritime Space, there needs to be an emphasis on ensuring smooth multimodal transport by promoting investments in connections to the hinterland, especially last-mile connections by rail, inland waterways and road, when necessary. To ensure a smart European Maritime Space, the adoption of digital tools, such as the digitalisation of trade lanes, interoperable data sharing or Sea Traffic Management, needs to be fostered.

Eventually, the DIP states that a coherent mix of public funding and private financing remains the way forward for a successful completion of the TEN-T network. Equally, grant support needs to be focused on the projects of highest European added value. While leveraging private funding is crucial to maintaining and improving transport infrastructure in Europe, it is important to note that MoS needs financial incentives via grants to attract private financing. As a result, a robust financial framework has to be secured in the next multi-annual financial framework 2021-2027.

The full DIP can be accessed [here](#).



Rail

DSLVL ON RAIL FREIGHT TRANSPORT IN GERMANY

On 30 June, the German Federal Ministry of Transport and Digital Infrastructure (BMVI) presented its 'Rail Master Plan' in which it sets the goal of increasing the share of rail in freight transport from the current 19% to at least 25% by 2030. DSLV, the German Federal Association for Freight Forwarding and Logistics, supports the ambitious political goal, arguing that road freight transport must be relieved, and the climate balance of freight transport must be improved.

One of the most important fields of action of the 'Rail Master Plan' is to increase the efficiency of rail freight transport. Therefore, the entire rail system, including the infrastructure interfaces road-railway-waterway in terminals and ports, must be made logistically suitable and capable of handling large areas. The promotion of combined transport, the support of railway sidings and facility price support for single wagonload traffic can contribute to achieving the objectives.

DSLVL Director General Frank Huster noted 'A robust infrastructure is essential for the entire rail system, but is not yet a guarantee for growth in freight traffic volumes.' DSLVL argues that for better planning of supply chains, rail freight transport must gain priority. DSLVL also calls for a review of the legal liability related to performance of both the railway undertakings and the infrastructure managers.

Source: [DSLVL](#)

Air

MAY AIR CARGO SHOWS SLIGHT PICKUP

According to the data released by the International Air Transport Association (IATA) for global air freight markets on 30 June, a slight improvement in the air cargo market has been perceived in May. However, capacity remains unable to meet demand as a result of the loss of belly cargo operations on passenger aircraft that have been parked.

The data shows that global demand in May, measured in cargo tonne kilometres (CTKs), dropped 20.3% year-on-year. This represents an improvement from the 25.6% drop year-on-year in April. Simultaneously, global capacity, measured in available cargo tonne kilometres (ACTKs), decreased by 34.7% in May year-on-year, which is a slight deceleration from the 41.6% year-on-year drop in April.

Belly capacity for international air cargo shrank by 66.4% in May year-on-year due to the withdrawal of passenger services amidst the COVID-19 crisis (up slightly from the 75.1% year-on-year decline in April). This was partially offset by a 25.2% increase in capacity through expanded use of freighter aircraft.

The cargo load factor (CLF) rose 10.4% in May. This was a slight decrease from the 12.8% rise in April. However, according to IATA, the extent of the increase suggests that there is still pent-up demand for



air cargo which cannot be met due to the continued grounding of many passenger flights, thereby underpinning the continuous view of industry over the past months.

In terms of regional performance, all regions suffered declines in May. Airlines in Europe and Latin America suffered the sharpest drops in year-on-year growth in total air freight volumes, while airlines in Asia-Pacific and the Middle East experienced slightly less dramatic declines. Airlines in North America and Africa saw more moderate drops compared to the other regions.

Source: [IATA](#)

CORSIA BASELINE CHANGED TO 2019

On 30 June 2020, the ICAO Council agreed on amending the baseline for its Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) from 2019-2020 to 2019. This vote followed repeated calls from the aviation stakeholders, including CLECAT, as well as the amended position from the EU in that regard. As a result, the value of 2019 emissions shall be used for 2020 emissions to avoid inappropriate economic burden on the aviation industry, for the CORSIA implementation during the pilot phase from 2021 to 2023.

The decision of the ICAO Council acknowledged that making use of the significantly unexpected traffic and emissions results being experienced this year due to COVID-19, will disrespect the originally-agreed intention and objectives of ICAO's 193 Member States when they adopted CORSIA in October 2016.

During the CORSIA periodic review beginning in 2022, the ICAO Assembly will consider if further amendments are necessary to address the impacts of COVID-19 to ensure the successful implementation of the scheme.

Source: [ICAO](#)

IATA INSTRUCTIONS FOR AIR CARGO STAFF BIOSAFETY



As more individuals return to work and parts of the world emerge from lockdown, it is important to keep in mind the importance of the biosafety measures and principles to help keep personnel and customers safe and healthy. IATA participated in ICAO Council's Aviation Recovery Task Force (CART) who's aim is "providing practical, aligned guidance to governments and industry operators in order to restart the international air transport sector and recover from the impacts of COVID-19 on a coordinated global basis." Part of this work was the report and accompanying "Take-Off" guidance in which IATA has included a simplified guidance document that can be placed in cargo facilities around the world.

The poster, which can be [downloaded here](#), can serve as an effective way to remind staff of good practices to maintain a safe environment. Its aim is to help harmonise the recovery measures currently established by States, Regions, or individual companies.

Source: [IATA](#)



Supply Chain Security

AVSEC AMENDMENTS ADDRESSING IMPACT OF COVID-19

On 29 June, the AVSEC Regulatory Committee voted on the AVSEC legislative amendments that were proposed to address the negative impact of COVID-19. The changes were published on 1 July in the Official Journal (OJ) as [Commission Implementing Regulation \(EU\) 2020/910](#).

The changes affect the re-approval of airlines, operators and entities providing security controls for cargo and mail arriving from third countries (ACC3, RA3 and KC3), as well as the postponement of certain regulatory requirements in the area of background checks, cyber security, explosive detection system standards, and explosive trace detection equipment.

The deadlines for the implementation of the new Background Check Regime and the [Cybersecurity Package](#) have been postponed by 12 months. The relief measures for the re-approval of ACC3, RA3 and KC3 designations have also been amended as suggested by CLECAT. In that regard, the period for appropriate authorities to grant the derogations has been set from 1 April until 31 December 2020, and the duration of the period for extending the designations temporarily has been set at 6 months.

Sustainable Logistics

ITF TRANSPORT CLIMATE ACTION DIRECTORY LAUNCHED

On 2 July, the International Transport Forum (ITF) launched a Transport Climate Action Directory as part of the ITF Decarbonising Transport Initiative, of which CLECAT is a member.

The Transport Climate Action Directory is an online database of transport CO2 reduction policy measures. It contains more than 60 different mitigation measures along with the evidence-base needed to assess their effectiveness. It helps decision makers to translate their decarbonisation ambitions into actions and achieve their climate objectives. It provides them with a range of options that can deliver concrete decarbonisation outcomes for transport in their specific context.



The Transport Climate Action Directory allows users to select decarbonisation measures by mode of transport and type of measure for five policy outcomes:

- Achieving mode shift and managing transport demand.
- Improving design, operations and planning of transport systems.
- Mainstreaming low carbon fuels and energy vectors.
- Enabling electrification.
- Fostering innovation and scaling up transport decarbonisation.

The UN Framework Convention on Climate Change (UNFCCC) has endorsed the Transport Climate Action Directory as a tool for revising countries' Nationally Determined Contributions (NDCs).



Please note that the ITF Transport Climate Action Directory is a work in progress. Additional measures will be reviewed and added continuously.

The full directory can be accessed [here](#).

Customs and Trade

AMENDMENTS TO UCC DA AND IA PUBLISHED

The European Commission has recently published the amendments to the Delegated Act and Implementing Act of the Union Customs Code (UCC) in the Official Journal of the EU. The changes to the UCC accompanying legislation reflect developments related to the new Import Controls System (ICS-2) and the new VAT rules for e-commerce and related procedures and formalities. Other changes in the legislation also concern military mobility.

The [amendment to the Delegated Regulation](#) was published on 26 June and will enter into force on 16 July. The UCC Delegated Act supplements certain non-essential elements of the UCC.

The [amendment to the Implementing Regulation](#) was published on 30 June and will enter into force on 20 July. The UCC Implementing Act aims to ensure the existence of uniform conditions for the implementation of the UCC and a harmonized application of procedures by all Member States.

More information on the UCC legislation you can find [here](#).

2019 E-CUSTOMS ANNUAL PROGRESS REPORT

On 1 July, the European Commission published the [2019 e-Customs Annual Progress Report](#). The report reflects the activities in the area of e-customs of the previous year performed by Member States and the Commission.

The report indicates that during the course of 2019, the Commission achieved several fundamental milestones related to the successful implementation of the ongoing e-Customs reform. For example, the Commission continued amending the existing legislation, and introducing additional measures to strengthen the e-Customs framework for a modern Customs Union and, in parallel, adopted an updated timeline for the implementation of several core e-Customs systems governed by the UCC. DG TAXUD also initiated a Foresight Study on the Future of Customs in the EU for the 2040 horizon and continued its cooperation with the Member States and economic operators through an array of specialised project groups. Those efforts culminated in the operation and deployment of several projects during the course of 2019.

The 2019 e-Customs annual progress report was prepared pursuant to the e-Customs Decision ([Decision 70/2008/EC](#)) which obliges Member States to assess the progress made towards coordinating the implementation of the e-Customs initiative. The e-Customs Decision sets the basic framework for creating a paperless environment for customs and trade, laying down the objectives, as well as the structure, means and major deadlines.

Source: [European Commission](#)



EU AGRI-FOOD TRADE REMAINS STABLE

On 3 July, the European Commission reported that despite the challenges of the COVID-19 outbreak in the opening months of 2020, the EU agri-food trade remained strong. The value of agri-food exports from the EU totalled €46.8 billion between January and March (a jump of 6.2% compared to the first quarter of 2019), while the value of imports rose to €31.8 billion (an increase of 2.6%).

On a year over year basis, the highest increases in export values continued to be recorded in trade with China. Other top destinations, for which the value of EU27 agri-food exports increased most, include Saudi Arabia and Morocco. On the other hand, EU27 export values in the first three months of 2020 continued to fall most to the UK, although single market conditions still apply to trade with the UK. EU agri-food exports to the UK that declined most in value terms remained the same as in previous months, namely wine (-22%), cigars and cigarettes (-49%), and preparations of fruits and vegetables (-13%). Nevertheless, the UK remained one of the main export destinations in the first three months of 2020, followed by the USA, China, Switzerland and Russia.

The value of EU27 agri-food imports during January-March 2020 increased most from Canada. The top EU agri-food origins in the three months period include the UK, USA, Brazil, Ukraine and China.

Source and full report: [European Commission](#)

Forthcoming Events

EVENTS AND MEETINGS

ELP Online Event on Green Deal and Logistics in Time of Recovery
7 July 2020, **Online Meeting**

CLECAT Digitalisation Working Group
8 July 2020, **Online Meeting**

CLECAT Board Meeting
9 July 2020, **Online Meeting**

CLECAT Customs and Indirect Taxation Institute
24 July 2020, **Online Meeting**

CLECAT Air Logistics Institute
22 September 2020, **Location TBC**

CLECAT Supply Chain Security Institute
22 September 2020, **Location TBC**



EU MEETINGS

Council of the European Union

Transport Council

28 September 2020, Brussels

Environment Council

23 October 2020, Luxembourg

European Parliament

European Parliament Transport Committee

13-14 July 2020, Brussels

European Parliament Plenary

8-10 July 2020, Strasbourg

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